

Route 13

Updated: September 2005

Sevier to Cove Fort –August 2, 1912.

1953 Description:

From Sevier on Route 11 westerly to Cove Fort on Route 1.

1962 Description:

From Logan on Route 85 to Garden City on Route 16.

Approved by 1963 Legislature: Approved by 1965 Legislature:

1975 Legislature: Description remains the same.

*(A) 1977 Commission Action (May 20, 1977)

The 1975 description of State Route 13 is deleted from the State System and reassigned as State Route 89. State Route 13 is reassigned as a part of old State Route 84.

1977 Description:

From a junction with State Route 91 in Brigham City northerly via Bear River and Haws Comer to a point south of Riverside; thence east to state route 30 north of Collinston.

1979 Legislature:

*(B)

1983 Legislature (Description)

From a junction with Route 91 in Brigham City northerly via Bear River and Haws Comer to a point south of Riverside.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

*(C) 1988 Commission Action July 8, 1988:

Extension of SR -13 from South Riverside SR -129 to south bound on and off ramps of SR -15 Nucor Interchange West of Plymouth a distance of 7.84 ± miles (however the changes mentioned will not be actuated until the portion of SR-15 is completed).

Route 13 Cont.

1988 Description:

From a junction with State Route 91 in Brigham City northerly via Corrine, Bear River, Haws Comer, and Riverside to a point west of Plymouth; thence westerly to the south bound on and off ramps of SR-15 (1-15) Nucor Interchange.

1989 Legislature (Description)

From a junction with route 91 in Brigham City northerly via Bear River and Haws Comer to 20800 North, northwest of Plymouth, thence west to the southbound on- and off- ramps of Route 15 Plymouth Interchange.

1990 Legislature: Description remains the same.

1992 Legislature: Description remains the same.

1993 Legislature: Description remains the same.

1994 Legislature: Description remains the same.

1995 Legislature: Description remains the same.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From Route 91 in Brigham City northerly through Bear River and Haws Comer to 20800 North, northwest of Plymouth, then west to the southbound on-and off-ramps of Route 15 Plymouth Interchange.

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

2001 Legislature: Description remains the same.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

* Refers to resolution index page following.

Route 13

COUNTY/VOLUME & RESOLUTION NO.

A. Box Elder Co. 6/2	B. Box Elder Co. 6/44	C. Box Elder Co. 7/33
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DESCRIPTION OF RESOLUTION CHANGE

- (A). Deletion - Portion of SR-13 from State System. Reassigned on Portion of old SR-84.
- (B). Re-designation - From Riverside easterly to the junction of SR-30 as SR-129.
- (C). Extension - From the jct. of SR-120 in Riverside to I-15 Plymouth Interchange.

RESOLUTION

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~⁸⁴ and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~⁸⁴ as State Route ~~126~~⁸²,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

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RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~⁸⁴ (Interstate Route 80N) west of Snowville. Then commencing

RESOLUTION

Redesignation of Various State Routes

Page 4

again at a junction with Route ~~82~~⁸⁴ (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

RESOLUTION

Redesignation of Various State Routes

Page 5

✓ ⁸⁴
Route ~~82~~ From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ⁸⁴~~80N~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ ¹²⁶
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~⁸⁴ (Interstate Route ~~80N~~⁸⁴) west of Tramonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~⁸² From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kaneshville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

✓ Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

RESOLUTION

Redesignation of Various State Routes

Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Loun

Chairman

Wm. A. Martin

Vice-Chairman

Chas. E. Wood

Commissioner

Glen A. Blum

Commissioner

Samuel H. Dyer

Commissioner

ATTEST:

Donald A. Finley

Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	<u>27.8</u>
	Total		119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
O
P
Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blaser, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Forest & Livestock Agency

State
Chargers
2

1/10/80

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department



HENRY E. STAFFORD, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

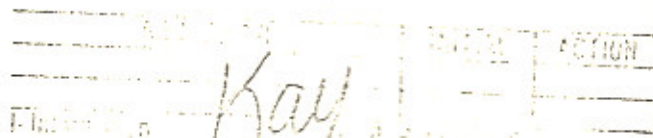
Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN
THIS TO THE CENTRAL FILES AFTER ACTION HAS
BEEN COMPLETED.



UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

O
Subject: Redesignation of State Routes

Dear Mr. Hancock:

P
On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

Y
LRJ/BDB/WDW/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin H. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Co.

SR-129
SR-13
44
Box Elder

RESOLUTION

Addition to the State Highway System, Route 129
Revision to State Highway 13

Box Elder County

WHEREAS, it has been recommended by the District One Director that the proposed connection from SR-15, at the future Riverside Interchange, east to present SR-13, a distance of 1.29 miles, be placed on the State Highway System, and

WHEREAS, the designation of this proposed connection to SR-15 as a state highway is in accord with Utah Code Section 27-12-27, and

WHEREAS, to accommodate this change to the State Highway System and to maintain continuity in the System, it is recommended that a section of SR-13 within this area be redesignated.

NOW THEREFORE, be it resolved as follows:

1. That the proposed connection from SR-15, at the future Riverside Interchange, east to present SR-13, a distance of 1.29 miles, be placed on the State Highway System, and
2. That the proposed connection to SR-15 at the Riverside Interchange east to a connection with present SR-30 north of Collinston be designated as SR-129 and by this action delete the designation of SR-13 within this section, and
3. That the aforementioned changes be incorporated into the State Highway System and said changes be submitted to the next regular session of the Legislature, and
4. That by this action the State Highway System will increase 1.29 \pm miles, and
5. That the accompanying map be hereby incorporated as a part of this resolution.

RESOLUTION

Addition and Revision to the State Highway System

Box Elder County

Page 2

Dated this 19th day of February, 1982.

UTAH TRANSPORTATION COMMISSION

R. LaSalle Cox
Chairman

Wayne H. Wentworth
Vice-Chairman

Charles B. Chubb
Commissioner

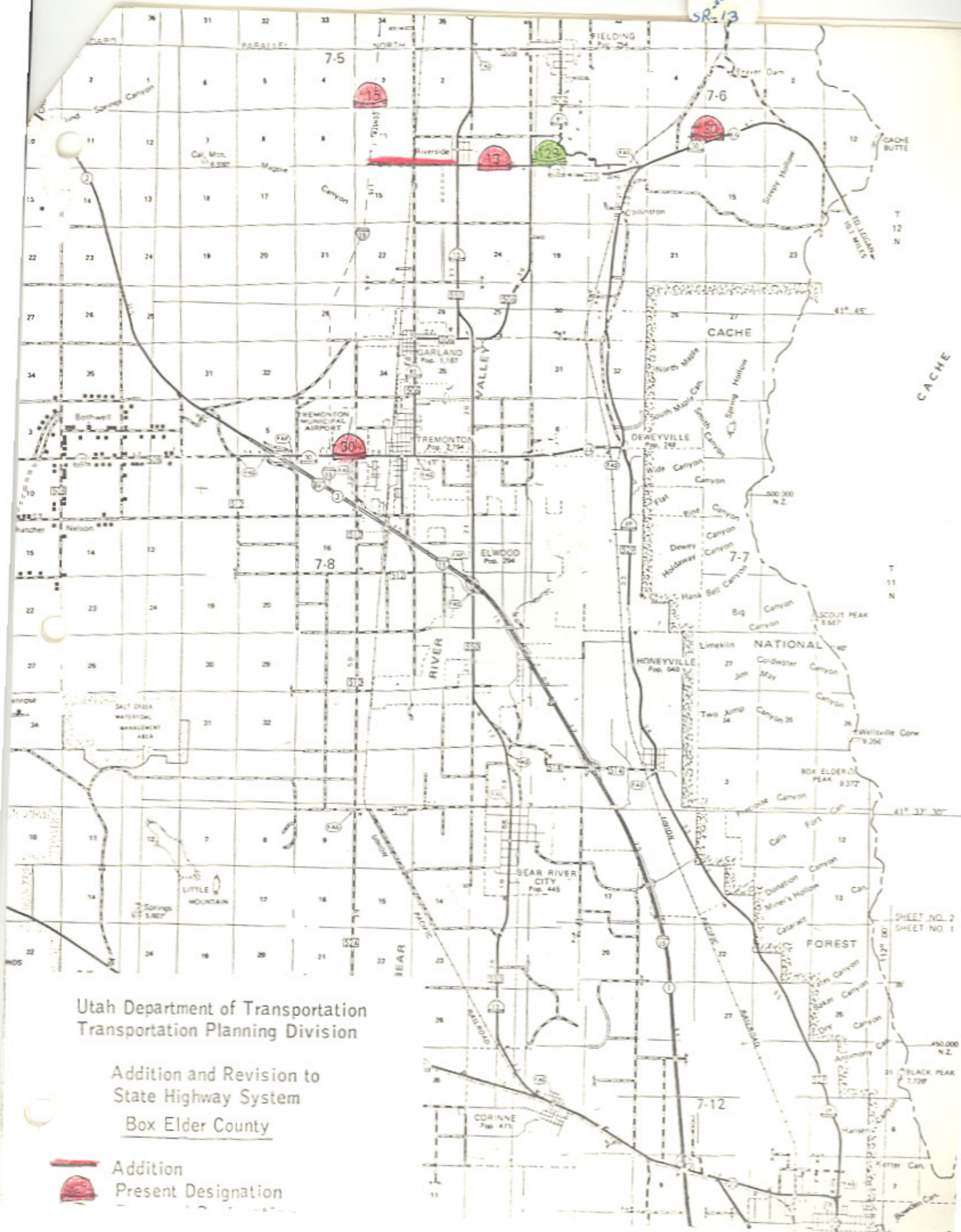
Glenn B. Chubb
Commissioner

Samuel A. Taylor
Commissioner

Attest:

Ira H. Anderson
Secretary

SR-129
SR-13



Utah Department of Transportation
Transportation Planning Division

Addition and Revision to
State Highway System
Box Elder County



Addition
Present Designation

SHEET NO. 2
SHEET NO. 1

TRANSPORTATION

cc: Howard B. Leatham, Engineer for Planning & Programming
James Deaton, District #1 Director

May 7, 1982

Mr. Don E. Chase, Chairman
Box Elder County Commission
Box Elder County Courthouse
Brigham City, Utah 84302

Dear Commissioner Chase:

Subject: Addition of State Route 129 and the deletion of a Portion of
State Route 13 in Box Elder County

Effective February 19, 1982, the Utah Transportation Commission approved the deletion of a portion of State Route 13 and the addition of State Route 129 near Riverside in Box Elder County as described in the enclosed Resolution.

Enclosed is a copy of the resolution and a location map.

Very truly yours,

W. Ronald Delis, P.E.
Engineer for Transportation Planning

Enclosure

Information sent to:

Jerry Fenn	Gerald Barrett	Martin Cutler	Richard Julio
Darrus Middleton	J. Q. Adair	Alex Mansour	Heber Vlam
Billy McCoy	James Naegle	Bonnie Garcia	Don Jensen
Robert Wheadon	Robin Hood	Mark Musuris	Edwin McMillen
Keith Rosevear	Art Guerts	Ken Riddle	Kent Lee

WDM:RDent:bt

RESOLUTION

Extension State Route 13
Federal-Aid Secondary 599
On Temp-15 from Riverside
to S.B. Ramps at Plymouth Interchange
Project No. I-15-8(61)387

WHEREAS, Section 27-12-27 of the Utah Code 1987-1988 provides for the addition or deletion of highways from the state system and,

WHEREAS, the District One Director recommends the roadway currently serving as temporary Interstate 15 and roadway currently serving as a County facility (20800 North) be placed on the state system and,

WHEREAS, construction of Interstate 15 provides a need for the Plymouth Interchange to be serviced by a state highway and,

WHEREAS, Box Elder County has concurred with the proposed extension of State Route 13 and,

WHEREAS, the appropriate staff of the Transportation Division has reviewed the proposed extension of State Route 13.

NOW, THEREFORE, be it resolved as follows:

1. State Route 13 be extended from State Route 129 north, traversing roadway known as Temporary Interstate 15 to a junction with roadway known as 20800 North, thus traversing westerly via 20800 North a portion of which is known as (F line project Number I-15-8(61)387, to the southbound on and off ramps of Interstate 15 a distance of 7.84+ miles.
2. The section of roadway known as 20800 North a portion of which is known as F line project Number I-15-8(61)387 from station no. 21+29 to station no. 43+00 be functionally reclassified Major Collector a distance of 0.58+ miles.
3. Federal-Aid Secondary Route 599 be extended traversing the alignment described for State Route 13 extension a distance of 7.84+ miles.
4. The remaining portion of Temporary I-15 that traverses northwesterly from where extended State Route 13 turns west be under the jurisdiction of Box Elder County a distance of 1.28+ miles and be functionally classified Local.
5. By this action Box Elder County's "B" system mileage will increase 0.70+ miles.
6. The above mentioned changes be actuated upon completion of that portion of interstate system traversing from SR-129 to the previously completed interstate north of Plymouth.
7. The accompanying map and letters be made part of this resolution.

SR-13

Dated this 8th day of July, 1988

Samuel D. Page
Chairman

Wayne L. Winter
Vice-Chairman

B. La Juan Cox
Commissioner

John J. Weston
Commissioner

James H. Larkin
Commissioner

Attest:

Robbie B. Aston
Secretary

Memorandum

UTAH DEPARTMENT OF TRANSPORTATION

DATE: April 21, 1988

TO : Glen Nielsen
Transportation Planner

FROM : Clinton D. Topham, P.E. *CDT*
District One Director

SUBJECT: Extension of SR-13 Designation

In our routine signing and maintenance activities we have found the designation of temporary I-15 in Box Elder County to be somewhat awkward in administering. Since the Utah Highway Systems Study is recommending that this highway be State administered even after opening of I-15 we request that you go ahead with the redesignation of this entire route as State Route 13. Please include in this change the transfer of the temporary connection between Nucor access road and I-15 to the County and the Nucor access road from I-15 back to the current state route to become a state highway.

We will send a letter of concurrence from the County as soon as we obtain it. The transfer of the mileages between UDOT and the County should take place when I-15 opens to traffic.



CIRCA 1890'S

Box Elder County

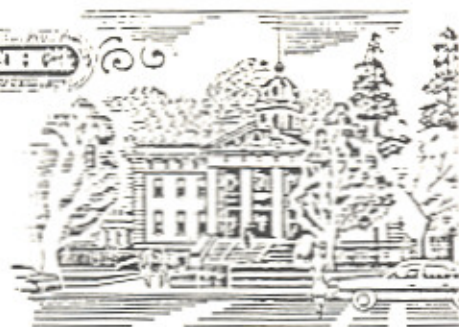
BRIGHAM CITY, UTAH 84302

OFFICERS

GLEN S. FIFE, COUNTY TREASURER
 JAY R. HIRSCHL, COUNTY CLERK
 ROBERT E. LIMB, COUNTY SHERIFF
 MARIE G. KORTH, COUNTY RECORDER
 JON J. BUNDERSON, COUNTY ATTORNEY
 VON R. CURTIS, COUNTY ASSESSOR
 DENTON BEECHER, COUNTY SURVEYOR
 DORIS L. OLSEN, COUNTY AUDITOR

COUNTY COMMISSIONERS:

DON E. CHASE
 GLEN R. CURTIS
 JAMES J. WHITE



CIRCA 1980'S

March 16, 1988

Howard Richardson
 District One Engineer
 P.O. Box 2747
 Ogden, Utah 84404

RE: Frontage road transfers in Box Elder County

Dear Howard

We have reviewed the proposed transfer of frontage roads on the I-84 and I-15 systems. We concur with the proposal except for the following comments.

1. On I-84 "E" Line we understood that there was going to be placed delinators along the fill that fronts Floyd Egglis' property or a beam guard rail to protect from going off the fill.
2. All dead end roads should have a turn around of not less than 100 foot diameter.
3. At Whites Valley exit, "U" Line, does this include under I-84 and to the gate or to the south entrance of the structure?
4. On I-15 "E" Line sheet A, it is our understanding that this is SR129 from the interchange to 6000 West and not a county road, the only portion that might be county is a short section west of the on and off ramp.
5. We are not in favor of the state turning Temp. I-15 from Riverside to Plymouth or I-15. This move would leave I-15 as the only State route through this area and would delete the state route for the people in this portion of the county to obtain access to I-15.
6. On sheet 1B of I-15 there are several errors, parts of this area has been annexed to Tremonton, see map enclosed. Therefore those section within Tremonton City should go on their system.

7. Again on Sheet 1B "J" Line should include a turnaround not less than 100 feet in diameter for access at the end. Also, we are unclear what the purpose of the "JB" Line is. This has no purpose that serves the county.
8. On Sheet 1-C of I-15 "L" Line is very controversial; we feel that the county road should end at the west line of the cemetery and that the remainder be turned over to the private sector as they seem to want to control access with locked gates. We are still concerned about the run-off factor at this point and the lack of concern by the Department of Transportation for the washing effect that this funnel will create on this road. If this is to be turned over to the county, there can not be locked gates and there should be a turn-around not less than a 100 foot diameter at the end. The gates shall then be installed to provide access to each individual owners.

We understand that all frontage roads etc. on I-15 will not be turned over to the county until final acceptance has been completed. If we need to discuss these with you further please let us know and we will be happy to meet with you.

Respectfully.



Denton H. Beecher
County Surveyor

DHB/sq

cc: Commissioner Valentine

Clint 6-20-88



CIRCA 1890'S

Box Elder County,

STATE OF UTAH

OFFICERS

APTON R. DARNELL, COUNTY TREASURER
JAY R. HIRSCH, COUNTY CLERK
ROBERT E. LIMB, COUNTY SHERIFF
MARIE G. KORTH, COUNTY RECORDER
JON J. BUNDERSON, COUNTY ATTORNEY
VON R. CURTIS, COUNTY ASSESSOR
DENTON BEECHER, COUNTY SURVEYOR
DORIS L. OLSEN, COUNTY AUDITOR



CIRCA 1890'S

June 14, 1988

Clinton D. Topham
State of Utah
Utah Department of Transportation
169 North Wall Avenue
P. O. Box 2747
Ogden, Utah 84404

Dear Clint:

We are in receipt of your letter dated June 8, 1988, wherein you are asking for our concurrence to take over the frontage roads of I-84 and I-15 when the system is finished.

Based upon our latest discussions and the revised drawings, we do concur with the frontage roads. We still reserve the right to reject 13600 North, west of the Garland Cemetery, if agreements are not reached regarding the gates and cattle movements in the area.

When the final resolutions are reached and the changes made, we would appreciate a final of the mileage.

Thank you for your assistance.

Respectfully,

Denton H. Beecher
Box Elder County Surveyor

DHB:msm

JUL 15 1988
CLINT

Box Elder 22

7-11-X

Extension SR-13 FAS-599

County Jurisdiction



Temp. 1-15

41° 52' 30"

PLYMOUTH
Pop. 238

1,000,000
N.Z.

T
13

500,000
N.Z.

FIELDING
Pop. 225

Beaver Dam

7-6

RIVER CANAL

Cottonwood

Collins

Sleepy Hollow Creek

CACHE

GARLAND
Pop. 1,000

LLEY

HANLAND

Hollow

North Maple

